

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 107.

日九月六日一十二點光

FRIDAY, AUGUST 9, 1895.

五拜禮 號九月八英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital 1,000,000
Subscribed Capital 500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq. Chow Tung Shang, Esq.
H. Stolteforth, Esq. Kwan Ho Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. P. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895. [7]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL 1,500,000
SUBSCRIBED 1,125,000

PAID-UP 600,000

BANKERS:

London Joint Stock Bank, Limited.

INTEREST ALLOWED on CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS—

For 12 Months 4 per cent.

" 3

" 2

Deposits Renewed on Old Terms.

JOHN THURBURN,

Manager, Hongkong.

Hongkong, 23rd August, 1895. [8]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP 500,000
RESERVE LIABILITY OF SHARE-
HOLDERS 500,000

RESERVE FUND 250,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

" 3

" 2

T. E. SANSON,

Manager, Hongkong.

Hongkong, 1st August, 1895. [9]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL 10,000,000

RESERVE FUND 5,000,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

COURT OF DIRECTORS:

J. KRAMER, Esq.—Chairman.

Hon. A. MACCONACHIE—Deputy Chairman.

Hon. J. J. Bell-Irving, Esq.

G. B. Dodwell, Esq.

M. D. Easkey, Esq.

R. M. Gray, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

London Bankers—London and County
Banking Company, Limited.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months 2½ per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 4 per cent. per annum.

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1895. [10]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1895. [11]

Amusements.

THEATRE ROYAL,

CITY HALL,

M. R. G. G. RADNOFF begins to announce that

he will give a

FAREWELL CONCERT,

IN AID OF THE FUNDS OF THE

KOWLOON INSTITUTE.

ON

SATURDAY, 17TH AUGUST, 1895,

at 9 P.M. precisely.

Several Ladies and Gentlemen have kindly
consented to assist.

TICKETS can be obtained at Messrs. KELLY
& WALSH, on and after the 10th August.

PRICES..... \$2 & \$1.

Soldiers and Sailors, Half-price.

Hongkong, 6th August, 1895. [12]

Masonic.

S. T. JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'

HALL, Zetland Street, on MONDAY, the 12th

instant, at 8.30 for 9 p.m. precisely. Visiting
Brothers are cordially invited.

Hongkong, 6th August, 1895. [13]

Insurances.

THE
STANDARD LIFE ASSURANCE
COMPANY

has a long record of GOOD SERVICES to
refer to; its FUNDS, annually increasing,
amount to \$3,064,402. The premiums are
moderate; and all modern features consistent
with safety have been adopted.

For Particulars and Rates,

Apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 1st July, 1895. [14]

TYphoon INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORT-
GAGEES and Others, interested in
HOUSE PROPERTY, are informed that
THE COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED,

are prepared to accept Risks against LOSS or
DAMAGE by TYPHOONS at Moderate Rates.

For Particulars, apply to

W. M. MACLEAN,

LOCAL MANAGER, Hongkong Branch,

Connaught House,

Queen's Road Central.

Hongkong, 1st July, 1895. [15]

ASBESTOS PACKINGS

OR SQUARE.

ASBESTOS PACKINGS of every description.

ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.

ASBESTOS COMPOSITION for COVERING BOILERS and STEAM FIRES.

CANVAS CORE PACKING (Tuck Form).

SPECIAL ENGINE and CYLINDER OILS

ASBESTOLINE, the most economical material.

ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 25th February, 1895. [16]

Intimations.

BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.

28, QUEEN'S ROAD CENTRAL

HONGKONG, 1st JULY, 1895. [17]

DAGGER PACKING

FOR HIGH PRESSURE, ROUND

OR SQUARE.

ASBESTOS PACKINGS of every description.

ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.

ASBESTOS COMPOSITION for COVERING BOILERS and STEAM FIRES.

CANVAS CORE PACKING (Tuck Form).

SPECIAL ENGINE and CYLINDER OILS

ASBESTOLINE, the most economical material.

ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 25th February, 1895. [18]

EX P. & O. S.S. "ADEN."

SPARKLING WHITE BURGUNDY.

"PAUL DOMAINE" CHAMPAGNE VIN. 1887.

Offley Forrester's OLD TAWNY PORT.

Croft & Co. LIGHT TAWNY PORT.

EXTRA SPECIAL LIQUEUR WHISKY.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

TELEPHONE NO. 75.

15, QUEEN'S ROAD.

Hongkong, 6th August, 1895. [19]

KELLY & WALSH, LTD.

THREE CELEBRATED BOOKS.

PEOPLES & POLITICS OF THE FAR

EAST, BY HENRY NORMAN.

TRILBY, BY GEO. DU MAURIER. CHEAP EDITION.

HEAVENLY TWINS, BY SARAH GRAND. CHEAP EDITION.

KELLY & WALSH, LTD.

Hongkong, 31st July, 1895. [20]

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of a dozen pints \$35 per case.

do \$3 per quart. \$33 per quart.

SHEWAN & CO.,

Agents.

Hongkong, 13th May, 1895. [21]

MOUNT AUSTIN HOTEL.

TO-MORROW

TO-DAY'S
ADVERTISEMENTS.

JUNIOR SALESMAN.

WANTED by a Firm in Bangkok a SMART ENERGETIC YOUTH to Act as above. Must be strictly sober and honest. Apply in own handwriting stating age, experience, salary required, &c.

T. E. P.
Post Office.
Bangkok.

Bangkok, 27th July, 1895. [1069]

ZETLAND LODGE,
No. 425, E.C.

A NEMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 15th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong 9th August, 1895. [1070]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL
THE Company's Steamship
"NINGCHOW."

X. Warra, Commander, will be despatched as above TO-MORROW, the 10th instant, at Noon. For Freight, apply to

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 9th August, 1895. [1043]

FOR SHANGHAI.

THE Steamship
"PEIYANG."

Captain R. Kohler, will be despatched for the above Port TO-MORROW, the 10th instant, at 4 P.M. For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 9th August, 1895. [1067]

FOR YOKOHAMA (DIRECT).

THE Steamship
"STRATESK."

Captain Taylor, will be despatched for the above Port on TUESDAY, the 13th instant, at 5 P.M. For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 9th August, 1895. [1030]

FOR YOKOHAMA AND KOBE.

THE Steamship
"ARGYLL."

will be despatched on FRIDAY, the 16th instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th August, 1895. [1071]

FOR HAVRE, HAMBURG AND ANTWERP.

THE Steamship
"STRATHFILLAN."

Captain Osborne, will be despatched for the above Ports on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 9th August, 1895. [1072]

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf. Every Evening from 5.30 to 7.30 o'clock.

PRICE TEN CENTS.

Copies ordered from the Office will be charged the usual rate—5 cents.

Advertisers are reminded that the Hongkong Telegraph has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1895.

BROWN, JONES & CO.

DEALERS IN
ITALIAN AND AMERICAN MARBLE AND
HONGKONG GRANITE CEMETERY
MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE
LEAD CEMENT.

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & CO.'S WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEASLES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895.

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

FOR COAST PORTS. Water is packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Courier and Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SALTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Hongkong, 1st June, 1895.

HONGKONG, FRIDAY, AUGUST 9, 1895.

THE PUBLIC MEETING.

The public are deeply indebted to the Chief Justice, Sir Fielding Clarke, for presiding at the meeting held yesterday, and for his happy management of the business. He seemed to divine at once the wishes of the meeting and to sympathise with them, and it was a happy inspiration that led him to declare the resolutions carried by acclamation instead of putting them to the vote. His express assent to the substance of the second resolution, although he would probably prefer to have modified the language of it, gave the greatest satisfaction and was the strongest proof of the strength of the feeling that animated and governed the community. There are, we believe, dissentients in the community who think that a vote of censure of the conduct of the Government should not have been introduced or passed. If it is so, we are regretted that they had not the courage of their convictions and did not speak or even call for a show of hands at the meeting yesterday but allowed the censure to pass by acclamation. It is useless for men to attend public meetings, to take part in the proceedings, to applaud the speakers, to share in the enthusiasm and when they get outside the doors express their dissent from what has been said and done, and their disapproval of the whole affair. They should either have stayed away, or behaved like men and given expression at the meeting, and in the face of the world, to their real views and opinions. They would certainly have been listened to with every attention, and might, although few in numbers, have succeeded in modifying the resolutions either in substance or in form. We congratulate Hongkong on a most successful demonstration of its common sense and fearlessness.

NOTES AND COMMENTS.

In our last issue we published a complete report of a case that recently came before the British Consular Court at Kobe which is bound to be of great interest to the whole shipping community of the Far East. The facts of the case, briefly stated, were these: Captain Dewar, commander of the British steamer *Straits of Sunda*, discovered about a quarter of an hour before his vessel sailed from Kobe on the 22nd ultimo, i.e., at about 8 o'clock on a Sunday morning, that two members of his crew were missing. The Captain was immediately placed in a difficult position. He had either to delay his ship until the following Monday forenoon to report the matter at the Consulate and thereby practically lose two days and subject the owners of the vessel, then under charter to the Nippon Yusen Kaisha, to a loss of at least £75—besides putting the Nippon Yusen Kaisha to considerable inconvenience—or else he was bound to commit what in our humble opinion appears to have been a technical breach of the Merchant Shipping law. Naturally enough Captain Dewar chose what he reasonably assumed to be the lesser of two evils and put to sea, knowing full well that he would return to Kobe in a week or two when the matter could be duly reported to the Consular authorities and

all difficulties be adjusted in a suitable manner. A day or two after the *Straits of Sunda* sailed the absentees appear to have come to their senses for they went to the office of the agents to whom the vessel was consigned and asked for assistance. The agents wired to the Captain at Tsuruga, who replied by a telegram reading: "Donkeyman and fireman on shore in defiance of orders to contrary; uncontrollable; no further use for them." There the matter remained until the Captain's return to Kobe, when he at once went to the British Consulate with the object, it is said, of paying off one man and of taking the other on board. He was told, however, that he had committed a serious offence in leaving the men behind, and was ordered to take the men on board within twenty-four hours. Demurring to this, a summons was issued the same day, with the result that Captain Dewar was fined £5, and was told by Mr. Enslie, the British Consul, that he had subjected himself to a fine of £100 or six months' imprisonment! The result was, of course, no necessity for Mr. Enslie to remind the Captain that he had rendered himself liable to a fine of £100 or six months' imprisonment. The rider, so to say, was wholly superfluous and inappropriate for the very good reason, as the *Kobe Chronicle* points out, that the penalty of imprisonment was never intended to be enforced in such a case as the one then under consideration, but, on the contrary, it is designed to prevent shipmasters from leaving port with the deliberate intention of abandoning to their fate members of the crew. Possibly the Captain was at fault in not reporting the absence of the men at the first port he called at after leaving Kobe, but that the offence was of a technical nature only appears demonstrated by his action immediately upon returning to the port of Kobe. What justification there was for a prosecution we are at a loss to understand seeing that Captain Dewar evidently never intended to leave the men behind and that Consul Enslie at the conclusion of what must have been a very vexatious trial as far as the master of the *Straits of Sunda* was concerned, stated he would impose a fine because the men were left behind "without previously obtaining the sanction of the Consular Officer." Commenting on this remarkable judgment the *Kobe Chronicle* says: "It certainly appears monstrous that it should be in the power of any member of a ship's crew to subject his employers to a fine of some hundreds of dollars for delaying the ship because he chooses to absent himself from his vessel, at the time she should be leaving port. . . . The judgment means, then, that, at 4 o'clock on the Sunday morning in question, with everything ready to start, Captain Dewar should have ordered the steam to be shut off, dismissed the men to their bunks and their cabins, and calmly folded his hands and sat down until the Consulate was open for business on Monday morning! To fine Captain Dewar for not doing this, and to gratuitously inform him that he had rendered himself liable to six months' imprisonment, may be British mercantile law; but for the sake of shipmasters, we hope not. If it is the law, then we are not surprised at the movement among British shipowners to transfer their vessels to other flags." Our contemporary hits the nail fairly on the head, but he might have added that the whole affair appears to have been of such a nature as to lead one to assume that Captain Dewar will appeal the case at the earliest possible moment.

We understand that formal application has been made by the local Government to the Government of China through the British Minister at Peking for the release of two Chinese junk and six Chinese sailors who are reported to have been illegally seized by the crew of a small Chinese Customs armed cruiser—one of a number of armed launches and pinnaces that blockade this port and harass the junk trade in every conceivable manner—in British waters near the village of Aberdeen about two weeks ago. It is also reported that the Government of Hongkong demand that four cheats of opium, which were on board the junks in question, when captured, be returned together with the junks and their crews. Furthermore, it is alleged that a demand has been made that the men guilty of committing an unlawful act, tantamount to piracy, in British waters be adequately punished and that the local Government be afforded a proper opportunity of satisfying itself that the guilty parties are duly punished. Just what truth there is in these reports we are not, at the moment, in a position to state. Part of the story seems probable enough, and in the face of the comparatively recent high-handed proceedings of Chinese Customs employees in Quarry Bay, it is conceivable that the Government has taken some steps in this connection designed to render the blockade of Hongkong by Customs cruisers a little less galling than it has been for some time past. There is certainly room for a good deal of improvement in our relations with every department of the Chinese Government and, as far as Hongkong is concerned, with the Imperial Customs in particular.

THE MASSACRES AT KUCHENG.

FOOCHOW, August 7th.

Archdeacon Wolfe states that the soldiers sent by the Viceroy to protect the Missionary property in Kucheng have looted the house of the late Dr. Stewart and plundered everything of value. He also states that the "Vegetarians" number some 12,000 men in Kucheng and the adjoining districts, that they are well organised and armed, and quite able to withstand any Chinese troops that the Government can send against them.

It is well known that about 400 heads of the Society are holding constant meetings in a village about seven miles from Kucheng.

As will be seen by an *Express* circulated with this issue, there will be published on Monday next at the office of *The Hongkong Telegraph*—the first local paper in the field with the news of the recent terrible massacre of missionaries at Kucheng,—a pamphlet containing the telegrams and all the latest information relating to this melancholy tragedy, including a complete and carefully revised report of the great indignation meeting held in the Theatre Royal yesterday. As only a limited number of copies of this pamphlet can be published at this juncture it is advisable that, to prevent disappointment, orders be sent in to this office at the earliest possible moment.

BRITISH IRONCLADS LEAVING
GIBRALTAR UNDER SEALED ORDERS.

LONDON, August 7th.

Four British ironclads will leave Gibraltar to-morrow under sealed orders. It is believed their destination is Morocco.

BULGARIA.

Prince Ferdinand is still absent from Bulgaria where the situation is grave and complex owing to his overthrow. Hope is entertained of a reconciliation with Russia under the present régime.

(Special to *Siam Observer*.)

THE PAMIRS.

MEETING OF THE RUSSIAN AND ENGLISH COMMISSIONS.

SIMLA, July 29th.

The British Party has arrived at Brest Gumbi, a tributary of the Pamir river, and just within the Chinese boundary. It was met here by the Russian Commission, and the combined party then set off for Lake Victoria, about 30 miles north-west, where they expected to arrive by the 3rd August.

FRANCE AND CHINA.

THE COMMERCIAL MISSION.

LONDON, July 29th.

The Lyons Chamber of Commerce is appealing to the other French Chambers to unite for the purposes of the commercial mission which is to be sent out to China. M. Rocher, Consul at Malte, has been appointed chief of the commission.

FRANCE AND RUSSIA DIVIDE THE BIG LOAN.

LONDON, July 29th.

The National Bank of Russia has taken up six millions of the Chinese loan, and the rest will be found by France.

(Special to *Bangkok Times*.)

ENGLISHMEN STONED AND HOOLED IN CAIRO.

LONDON, July 29th.

The anti-British feeling in Egypt is assuming grave proportions. A native mob at Cairo has stoned and stoned a British military funeral party. Excitement is intense. The Governor of Cairo has apologized to the British authorities.

MARITIME DISASTER NEAR SYDNEY.

SYDNEY.

THE STEAMER "CATTERTHUN" A TOTAL WRECK.

We are indebted to Messrs. Gibb, Livingston & Co., the agents, for the following very regrettable news of the total loss of the E. & A. Co.'s popular Australian liner *Catterthun*, Capt. N. Shannon

SHIPPING NEWS.

LONDON, July 5th.

The steamer *Priok*, of the Klaeslin Line (Hamburg), 1,637 net reg. tons, has been sold to the Compagnie de Navigation Mixte, of Marseilles.

The P. and O. Company has launched two of the new steamers now being prepared for its service. On 28th ult. the *Sunda* was launched, and two days previously the *Sumatra*, both large steamers of some 5,000 tons, and intended for the Indo-Chinese and Japan services.

The first of the four new steamers, previously announced as building for the Shell line of petroleum tank steamers from Batavia to ports in the Far East, will be launched from the yard of Sir William Gray and Co. on 24th July.

The twin screw dredger *Ortoles*, constructed by Messrs. William Simons & Co., Renfrew, to the order of the Crown Agents for the Colonies, has completed her trials on the Clyde with satisfactory results. The buckets have capacity to raise 300 tons of free soil per hour, and of dredging the vessel's own flotation to a depth of 20 feet under water level. The *Ortoles* leaves in a few days for Trincomalee.

The Austrian Lloyd's steamship *Semiramis* on her second trip from Alexandria, left that port on 25th June at 8 a.m. and reached Tripoli on 28th at 2 p.m., thus performing her voyage in 77 hours, including the stoppage at Brindisi. This is five hours less than on her first trip, and may be considered highly satisfactory. The new steamer *Hofburg*, built in the Company's Dockyard, has made her trial trip at Tripoli and gave still better results than the *Semiramis*, having attained in a four hours' trial an average speed of 17.93 miles an hour. Both these steamers, as well as the newly built *Cleopatra*, are now on the Alexandria line, and the Austrian Lloyd is to be congratulated on their enterprise in keeping up the renown of one of their oldest services. Considering the great comfort of the new vessels combined with their high rate of speed, and last but not least, the excellent cuisine on board, passengers from and to Egypt will no doubt avail themselves of this fast weekly service.

The eighteenth annual report of the Scottish Shipmaster's Association contains a good record of work done during the year. In one case, on an appeal to the Court of Session against the suspension of a master's certificate, the judgment of the Court of Inquiry was reversed, and the master's certificate returned with costs against the Board of Trade. There were five suspensions of certificates in connection with strandings; one suspension was reversed and one was reduced to half the period. The total amount on the income side of the Association's accounts is £1,017 3s. 1d., and on the expenditure side £954 8s. 2d., leaving a credit balance of £62 1s. 8d. The membership is now 1,773. The Widows' Fund the total on the income side is £250 18s. 2d., and on the expenditure side £140 17s. 6d., leaving a balance in hand of £110 18s. 2d. The membership is 180. Members in addition are insured in the Accident Fund to the extent of £12,000. From the Accident Fund various sums have been paid for accidents during the year. At the meeting Mr. J. B. Sutherland, S.S.C., read a paper on "The Proposed New Rules for Sound Signals" in which he condemned the proposed rules as being onerous and supported on practical rather than on theoretical grounds as calculated to produce confusion and uncertainty. The paper concluded with these words: "To rely on confusion producing extra caution is an unsound basis on which to proceed, and it has not even the justification, in the present instance, of doing wrong that good may result, under the sanction of which it is sometimes sought to accomplish good ends by unwise or unworthy means."

Mr. W. Knox, solicitor, read a paper on "The Liability of a shipmaster on a question with his crew." The case was the well-known one connected with the wreck of the steamer *Concord* at Aberdeen, in April, 1864. No sooner had the Board of Trade Inquiry in the case concluded than the chief officer and eight of the crew raised an action against the master in the Sheriff Court of Aberdeen for payment of various sums amounting in all to £65 18s. 6d., as the alleged value of their personal effects lost in the wreck. On the instructions of the Association, the master defended the action. The plaintiffs took up the position that the ship was wrecked and their effects consequently lost through the culpable and reckless navigation of the ship, for which they held the master responsible. The grounds taken up in defence were: (1) That the decision in the Board of Trade Inquiry could not be founded on the action; (2) that the accident happened through causes over which the master had no control; (3) that the chief officer was in charge of the ship during part of the voyage, and by his negligence contributed to the casualty; and (4) that the occurrence was a risk incident to the employment of the plaintiffs for the consequences of which the master was in no way responsible. The Sheriff fixed a diet of proof in the case, but this was adjourned at the request of the plaintiffs. Immediately before the adjourned diet the plaintiffs' agent resigned agency, and as six of the plaintiffs failed to attend the diet, the master was absolved from the conclusions of the action so far directed against him by these six. The other three plaintiffs appeared by an agent, and asked a further continuation, which the Sheriff agreed to grant if they would pay the master's agent a sum in sums of costs. The Sheriff stated that he would not fix a diet of proof until the amount £3 3s. had been paid. As this was not paid the action may be considered as practically at an end. The important question of a shipmaster's liability, in such a claim by his crew must therefore in the meantime remain untested by a judicial decision.

The subjoined circular has been sent to the Shipowners' Associations of the United Kingdom by the Shipowners' Parliamentary Committee:—

"Shipowners' Parliamentary Committee, Urgent."

1, Wellington-avenue,

London, E.C., 27th June, 1895.

"FACTORIES AND WORKSHOPS BILL."

"Dear Sir.—I beg to inform you that the Grand Committee upon the above Bill, at their sitting to-day, despite of the strenuous opposition of a good many members, inserted in Clause 20 the following sub-section:—

"(a) Every dock, wharf, quay, and warehouse, and so far as relates to the process of loading or unloading every vessel which is lying alongside of a wharf or quay,

"The effect of the above words would be that a vessel which is lying for the purpose of loading and unloading alongside of a wharf or quay, will be brought within the provisions of the Factories Acts, whilst if the same vessel were discharging in mid-stream she would remain outside of them."

"An effort will be made on the report stage of this Bill to strike out all words relating to British shipping, and I am directed by the chairman to request that you will kindly exert any influence which you may possess with any Member of Parliament to induce them to support the amendment which it is intended shall be moved on the

Report Stage to exempt shipping from the provisions of the Bill. As it is possible that the Report Stage may be taken on Monday next, you will, of course, see the necessity for immediate action upon your part."

"In writing to any Members of Parliament it might also, I think, with advantage be pointed out to them that when the Bill passed its second reading in the House of Commons there was not a word in it affecting British shipping, and that it was most unjust to introduce it when it is before a Grand Committee such a radical change as the inclusion of shipping within its provisions involves."

Yours faithfully,
W. H. COOKE, Secretary.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

STATEMENT OF ACCOUNT.

The following is the statement of account to be submitted at the meeting of shareholders of the above Company at 3 p.m. on the 19th instant:—

CAPITAL ACCOUNT.

30th June, 1895. Assets.

Aberdeen.

To value of Aberdeen Docks, as per last statement £100,000.00

Kowloon.

To value of Kowloon Docks, as per last statement £100,000.00

Less amount since written off £100,000.00

£100,000.00

Cosmopolitan Dock.

To value of Cosmopolitan Dock, as per last statement £100,000.00

Tug, Launches, and Lighters.

To value of Tug, Launches, and Lighters, as per last statement £100,000.00

Less amount since written off £100,000.00

£100,000.00

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The Share Market.

LATEST QUOTATIONS.
BANKS.
Hongkong and Shanghai Bank.—184 per cent.
Premium, buyers.

The National Bank of China, Ltd.—on £800 paid up, 242, buyers.

The National Bank of China, Ltd.—Founders' shares, \$110.

The Bank of China and Japan, Ltd.—(Preference) nominal.

The Bank of China and Japan, Ltd.—(Ordinary) nominal.

The Bank of China and Japan, Ltd.—(Deferred) nominal.

CHINESE LOANS.

Chinese Imperial Loan of 1886 £-par.

MARINE INSURANCES.

Union Insurance Society of Canton—\$175 per share, buyers.

China Traders' Insurance Company—\$71 per share, buyers.

North China Insurance—\$16, 185 per share, buyers.

Canton Insurance Company, Limited—\$172 per share, buyers.

Vangtze Insurance Association—205 sellers.

On Tai Insurance Company, Limited—15, 15 per share.

The Straits Insurance Co., Ltd.—\$21 per share, sellers and buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—\$225 per share, buyers.

China Fire Insurance Company—\$325 per share, buyers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—\$32 per share, sellers.

China and Manila Steam Ship Company—\$21, buyers.

Indo-China Steam Navigation Company, Limited—\$47, buyers.

Douglas Steamship Company—\$53, sellers.

China Mutual S. N. Co., Ltd.—(Preference) 18.

China Mutual S. N. Co., Ltd.—(Ordinary) 17.

China Mutual S. N. Co., Ltd.—(Ordinary) 210.

REFINERIES.

China Sugar Refining Company, Limited—\$105 per share, sellers.

Luzon Sugar Refining Company, Limited—\$45, sellers.

MINING.

Panion Mining Co.—(Ordinary) \$4.30 per share, buyers.

Panion Mining Co.—(Preference) \$1.40 per share, sellers.

The Rand Gold Mining Co., Limited—\$4.40 per share, buyers.

The New Balfour Gold Mining Co., Limited—\$5.80 per share, buyers.

Société Française des Charbonnages du Tonkin—\$122 per share, sellers.

The Jelbo Mining and Trading Co., Limited—\$3.30, buyers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—104 per cent. premium, buyers.

Geo. Fenwick & Co., Limited—\$15 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—\$40 per share, buyers.

Wanchai Warehouse and Storage Co., Ltd.—\$37 per share, buyers.

HOTELS.

Hongkong Hotel Company—\$5 per share, sellers.

The Shamoon Hotel Co., Limited—nominal.

LANDS AND BUILDINGS.

The Kowloon Land and Building Co., Limited—\$101 per share, sellers.

The Hongkong Land Investment Co., Limited—\$61, sellers and buyers.

The West Point Buildings Co., Limited—\$18 per share, sellers.

Humphreys' Estate and Finance Co., Ltd.—\$9 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—\$10, sellers.

Dakin, Crickshank & Co., Limited—\$1 per share, sellers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—\$7 per share, buyers.

H. G. Brown & Co., Limited—\$4 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$10 per share, buyers.

Hongkong Gas Company—\$125 per share, sellers.

Hongkong Ice Company—\$83 per share, buyers.

Hongkong and China Bakery Company, Limited—\$30 per share, buyers.

The Hongkong Brick and Cement Co., Limited—\$4 per share, sellers.

The Great Island Cement Co.—\$101, sellers.

The Hongkong Electric Light Co., Limited—\$5, buyers.

The Hongkong High-Level Tramway Co., Limited—\$70, buyers.

Campbell, Moore & Co., Ltd.—\$3 per share, buyers.

Bell's Asbestos Eastern Agency, Limited—\$7 per share; 150; \$10; \$10, sellers.

G. H. POTTS (Share Broker), Telegraphic Address—"Rialto"

EXCHANGE.

On London, Telegraphic Transfer, £1/1

Bank Bills, on demand, £1/1

4 months' sight, £1/2

Credits, 4 months' sight, £1/2

On Paris, Bank Bills, on demand, £2.70

Credits, 4 months' sight, £2.70

On New York, Bank Bills, on demand, \$53

Credits, 30 days' sight, \$53

On India, Telegraphic Transfer, 10/8

On demand, 10/8

On Shanghai, Telegraphic Transfer, 7/8

Private, 30 days' sight, 7/8

On Yokohama, T.T., par.

On Singapore, T.T., par.

Sovereigns, Bank's Buying Rate, \$2.12

Gold Leaf, 100 to 100, per tael, 47.60

" 99 " 47.30

Bar Silver, 100 to 100, per tael, 30

Dollars, 100 to 100, per tael, 30

OPIUM QUOTATIONS.

Hongkong, 9th August.

New Patai, cash, \$1672 per cwt.

New Bonais, cash, \$673

New Malwa, credit, \$60 to 700 per picul.
(Allowance, tael 8 to 12)

Old Malwa, credit, \$10 to 720
(Allowance, tael 12 to 24)

Persian, papered, 4, \$30

Shipping.

ARRIVALS.

PHRA CHULA CHOM KLAO, British steamer, 1,012, B. Pigot, 9th August.—Koh-si-chang, 3rd August, General.—Yuen Fat Hong.

RIO, German steamer, 1,019, F. Bendixen, 9th August.—Saigon 5th August, Rice, Paddy, and Fish.—Wiesler & Co.

STRATESK, British steamer, 1,414, E. Taylor, 9th August.—Otaru, Japan 29th July, Coals.

JACOB CHRISTENSEN, Norwegian steamer, 1,083, H. M. Hansen, 9th August.—Odessa 2nd July, General.—Order.

CLEARANCES AT THE HARBOUR OFFICE.

Formosa, British steamer, for Swatow, &c.

Strathmore, British steamer, for Saigon.

Frei, Danish steamer, for Pahot.

DEPARTURES.

August 9, Tatchow, British steamer, for Bangkok.

August 9, Lyderhorn, Norwegian steamer, for Kuching.

August 9, Formosa, British steamer, for Swatow, Amoy and Tamsui.

ARRIVALS.

Per Rio, from Saigon, 62 Chinese.

Per Père Charles Chou Kiao, from Keh-si-chang, 40 Chinese.

Post Office.

A MAIL WILL CLOSE—
For Shanghai.—Per Polyang to-morrow, the 10th instant, at 3:30 P.M.
For Saigon.—Per Holm to-morrow, the 10th instant, at 4:30 P.M.
For Manila.—Per Zafiro to-morrow, the 10th instant, at 4:30 P.M.
For Singapore and Bangkok.—Per Mackay, to-morrow, the 10th instant, at 4:30 P.M.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Ravena*, with the English mail of rats, ultimo left Singapore on Monday, the 5th instant, at 4 p.m., and may be expected here to-morrow.

THE AMERICAN MAIL.

The O. & O. S. N. Co.'s steamer *Castile*, with mails, &c., from San Francisco on the 13th ultimo, left Yokohama on the 9th instant for Nagasaki, and may be expected here on the 16th.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Stratford*, from Tacoma, left Yokohama on the 9th instant for Kobe, and may be expected here about the 17th.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Wingssang*, from Calcutta, left Singapore on the 6th instant, and may be expected here on the 12th.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India* left Vancouver on the 5th instant for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong, and may be expected here about the 20th.

AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Tidwell*, from Australia, left Port Darwin on the 6th instant, and is due here on the 16th.

STEAMERS EXPECTED.

Names. From. Due.

Canton. London, &c. Sept. 11th.

Carmartheshire. Singapore. August 14th.

Glasa. Singapore. August 15th.

Glenallock. Singapore. August 15th.

Ixion. Singapore. To-morrow.

Manda. Bombay, &c. August 17th.

* We would direct the attention of shipping firms to the new style in which "Steamers Expected" and "Projected Sailing" are now published in this paper, and to the fact that the names of all steamers are now printed in full, so that the names of all steamers may be easily known.

PROJECTED SAILINGS.

Ship. Destination. Date.

Aden. London, &c. Aug. 22d.

Afrite. Sydney, &c. Aug. 19th.

Accandale. New York. Quick desp.

Belmont. New York. Aug. 10th.

Bennborth. Straits, &c. Aug. 13th.

Brindisi. Marseilles, &c. Aug. 21st.

Caledonian. Japan. Aug. 15th.

Catherine Anne. Straits, &c. Aug. 13th.

Chittagong. Victoria (B.C.), &c. Aug. 17th.

C. R. I. Andaman. San Francisco, &c. Aug. 17th.

E. of China. Vancouver, &c. Aug. 14th.

F. P. Litchfield. Baltimore. Quick desp.

Gaelic. San Francisco, &c. Aug. 27th.

Geo. S. Homer. New York. Quick desp.

Genda. New York. Aug. 14th.

Giles. Shanghai. Aug. 13th.

Glenallock. New York. Aug. 21st.

Kaisar-i-Hind. London. Quick desp.

Kewtyang. Tientsin. Aug. 13th.

Lydhurst. San Francisco. Quick desp.

Mandla. Shanghai. Aug. 21st.

Ningchow. London. Aug. 10th.

Orester. London. Aug. 13th.

P. N. Blanchard. New York. Quick desp.

Preness. Bremen, &c. Aug. 19th.

Rudhorsbie. London. Aug. 20th.

Raven. Shanghai. Aug. 12th.

Siam. New York. Quick desp.

Spoolins. London & H'burg. Aug. 15th.

Strathesk. Yokohama. Aug. 13th.

Strathmore. Sunpuklang. Aug. 13th.

Thales. Swatow, &c. Aug. 11th.

Veron. Japan. Aug. 16th.

Zafito. Manila. Aug. 10th.

SHIPPING IN HONGKONG

STEAMERS.

ADELANTE Spanish steamer, 99, Aristegui, 20th June.—Dagupan 16th June, Sugar.

AIRLIE British steamer, 2,400, W. Ellis, 7th August.—Kobe 1st August, and Moji 2nd, General.—Gibb, Livingston & Co.

BILLONA German steamer, 3,201, F. von Blaas, 8th August.—Singapore 2nd Aug., General.—Siemssen & Co.

BISAGNO, Italian steamer, 1,424, Dadiro, 27th July.—Bombay, and Singapore 21st July, General.—Carloway & Co.

BRINDISI British steamer, 2,265, R. A. Peters, 4th August.—Bombay 17th July, and Singapore 29th, General.—P. & O. S. N. Co.

CATHERINE ARCA, British steamer, 1,753, J. G. Olliff, 5th August.—Cedacta 20th July, Penang 21st, and Singapore 20th, General.—D. J. S. & Co. S. & Co.

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